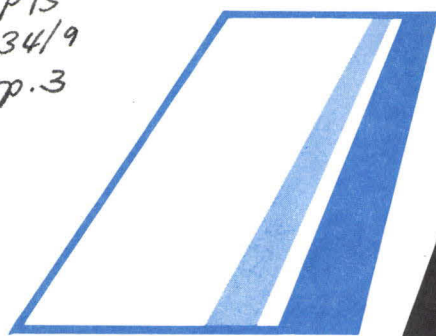


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AVIATION

VOLUME 34, NUMBER 9

Published by the South Carolina Aeronautics Commission

September, 1982



**Tommy Stoia
and restored
Luscombe 8-A**

Grand Champion Trophy

Clarendon County man wins big at Oshkosh

If 20-year-old Tommy Stoia feels a gush of pride now and then, we don't blame him one bit. After all, its not every day you win the Grand Champion trophy at an event like Oshkosh.

Tommy's beautifully restored Luscombe 8-A won out over 500 other entrants in the antique classic division at the fly-in held the first week in August.

Tommy works for his father, Bill Stoia, owner of Precision Air at Clarendon County Airport.

The 1946 model Luscombe had been heavily damaged in a tornado when Stoia bought the aircraft from an insurance Company.

"The wind had flipped it over and over several times, tearing the wings off," Tommy said. The insurance company considered the plane a total loss.

The idea to restore the two-place tail dragger came from Tom's father and older brother, Jim, 29.

"My brother had been to Oshkosh and knew what was needed to win," Tommy said. "He said he had yet to see a mint condition Luscombe 8-A."

So Tommy started working on the project about three years ago. The 65 hp engine was overhauled, Tommy replaced about 80 percent of the skeet metal on the plane and had the

interior redone. Today, the aircraft shines like a jewel, its polished aluminum skin gleaming in the sun.

Tommy said he will continue to work with his father and brother, helping rebuild some other broken aircraft the Stoia's have in the hangar while working on his FAA A&P license.

Congratulations Tommy.

An estimated 300,000 people and 10-11,000 aircraft attended the fly-in this year, easily the largest gathering of its type in the world. "It's become an international event, Stoia said." ➔



PALMETTO AVIATION is an official publication of the South Carolina Aeronautics Commission. It is designed to inform members of the aviation community, and others interested in aviation, of local developments in aviation and aviation facilities and to keep readers abreast of national and international trends in aviation.

The Aeronautics Commission is a state agency created in 1935 by the S.C. General Assembly to foster and promote air commerce within the state.

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Freedom Airlines begins Columbia — D.C. flights

Freedom Airlines, a Johnson City, N.Y. based commuter carrier, will begin non-stop and one stop service from Columbia to Washington, D.C. Sept. 7.

Current plans call for Freedom to offer two round trips per day in 50 passenger Convair 580 turboprop aircraft.

The flight will originate in Washington at 11 a.m. and arrive in Columbia — after one stop at Greer — at 1:10 p.m. The flight will leave Columbia at 1:30 p.m. for a non-stop return to Washington, arriving at 2:55 p.m.

The second flight leaves Washington at 3:30 p.m. and arrives non-stop in Columbia at 4:55. The flight will return to Washington at 5:15, arriving — after one stop at Greer — at 7:25 p.m.

Both regular and super saver fares are available. For information and reservations call toll free 1-800-321-3342.

Freedom's founding company, Commuter Airlines, has been operating scheduled passenger service since 1964 and currently operates over 100 flights to and from the cities of Allentown/Bethlehem/Easton, Birmingham, Boston, New York, Newark, Scranton/Wilkes-Barre and Washington National. All routes are serviced from Freedom's fleet of 16 aircraft.

Freedom Airlines was incorporated in the state of Ohio on Feb. 25, 1980, and has moved progressively toward regional status. The airline plans expanded route structures into the Southeastern markets and

upgrading its fleet to Boeing 737 jet aircraft as the market become defined.

As Freedom makes plans to enter the Columbia Market, another commuter makes its exit. Citing few passengers and steady losses, Sunbird Airlines ceased operation Aug. 13. Sunbird had been flying three round trips a day — one to Charlotte and two to Raleigh-Richmond-Baltimore.

Jan Bennett, director of sales, said the airline was losing about \$14,000 a month.

"There just wasn't that much traffic," she said. "People were driving to Charlotte to take advantage of cheaper fares from there."

Sunbird, which began flights out of Columbia about a year ago, cut back its service to Savannah, Ga., Jacksonville, Fla. and Norfolk, Va. in February in an effort to bolster faltering revenues. ➔

Fort Lawn man wants to form Cessna 120/140 Club

John H. Killian, a member of the International Cessna 120/140 Association, would like to contact other 120/140 owners to see if there is any interest in starting a South Carolina chapter of the association.

Killian has just retired from the S.C. Department of Highways and Public Transportation and says he has "some spare time" to work on forming a chapter.

He has owned a 1946 Cessna 120 and now owns a 1947 Cessna 120 which he keeps at Lancaster County Airport.

If anyone is interested in contacting him about the club, write: J.H. Killian, Rt. 1, Box 291, Fort Lawn, S.C. 29714; or call him at 482-3458. ➔

Letters Policy

Palmetto Aviation will publish letters of moderate length on subjects of aviation interest, comments by readers and questions of general interest.

Deadline for letters is the 15th of each month for inclusion in next month's issue. Letters should be addressed to: Editor, Palmetto Aviation, P.O. Drawer 1987, Columbia, S.C. 29202. ➔



Dan Fraley

Fraley retires after 23 years

Dan Fraley, an employee of the South Carolina Aeronautics Commission for more than 23 years, has retired.

Fraley, who was assistant to the director for Airport Development, left the agency June 30, 1982.

Fraley joined the Commission March 30, 1959 as a flight inspector. A few years later he became Chief Pilot and later took over responsibility for airport construction as Airport Development Coordinator.

He was named assistant to the director for Airport Development in 1979. In that capacity he was responsible for the agency's capital improvement program, airport planning, maintenance and inspection and airspace coordination.

James M. Goff, former chief planner, will replace Fraley as assistant to the director for Airport Development. ➔

Easley Pilot honored for public service work

Richard Marvin Garrett of Easley has been honored for his contribution in the field of public service.

At a ceremony last month in Washington, Garrett received the Jefferson Award, characterized as the "Nobel Prize" for public service and awarded annually by the American Institute for Public Service.

In presenting the award, House Judiciary Committee Chairman Peter Rodino, D-N.J. called Garrett "a man of deep compassion, a man with a deep sense of caring. He represents the spirit, character and soul of all that is good in America. His life tells a story of America that I like to believe."

For the last 13 years, Garrett has flown upper South Carolina residents

to specialized hospitals across the country. He has flown more than 83 trips transporting severely burned children to the Shrine Burn Center in Cincinnati, and he flies families to visit their children if there is long-term care.

Garrett is available for emergency trips anytime and often leaves his office or farm following a telephone call. He has never charged the patient or the family for his service.

In accepting the award, Garrett noted he has been asked "hundreds of time" why he volunteers this service.

"People have been good to me," he explained. "They have remained faithful through the years. This is the way for me to show my appreciation to those people."

Calling himself a "devoted flyer," Garrett said he likes to concentrate his flying in areas "where I can be more effective."

Forty thousand people were nominated for the local public service Jefferson Award. Garrett was one of five "grassroots winners," as they are called at the ceremony.

He received a gold on silver medallion from the Franklin Mint and a \$5,000 cash award. ➔

FAA approves use of auto gas in Cessna 150s

For the first time, the Federal Aviation Administration has approved the use of automobile gasoline in a production airplane.

The action followed extensive testing of unleaded automobile fuel in a single-engine Cessna 150 by the Experimental Aircraft Association, which has been a leader in the effort to get automobile fuel approved for aviation use in the United States.

FAA Administrator J. Lynn Helms announced the action at the association's annual Fly-In and Sport Aviation Exhibition in Oshkosh, Wisc. Helms said he was "completely satisfied that for the Cessna 150, with a gravity fuel system and a low com-

pression, normally-aspirated engine, the use of unleaded auto gas is acceptable."

The approval covers Cessna Models 150, A through H and J through M, powered by Teledyne Continental O200-A engines. Although the approval applies to all kinds of operations, FAA plans to exclude air taxi flights carrying passengers for hire.

FAA's approval for the use of auto gas took the form of two supplemental type certificates (STC). A supplemental type certificate reflects FAA's findings that changes to the original aircraft type design meet all applicable safety regulations.

During the association's test pro-

gram, the FAA certification team paid particular attention to the endurance test on the engine to determine whether the use of unleaded automobile fuel would cause problems with valve sticking and excessive wear. Another major area of concern was the hot fuel tests to assess the potential for vapor lock.

The association has been experimenting with the use of automotive gasoline in airplanes for years. The Cessna 150 test program was launched after a number of oil companies decided to curtail or eliminate production of 80 octane aviation gas, which limited its availability and drove up its cost. ➔

**Kim Pearson
and
S-2A Pitts**



Flying the Pitts is like driving in the Indianapolis

Okay, for all you adventurous guys and gals out there who have longed to slip the bonds of earth in something more exciting than a Cessna 172, why not try a few hours of aerobatic dual.

Kim Pearson, president of Sumter based K P Aerobatics, Inc. has a two-place Pitts Special that, for \$65 an hour, will send your heart soaring, rolling, spinning and looping through the skies — provided your stomach can keep up, of course.

Pearson's 200 hp S-2A is a quick, lithe machine that responds to the slightest control pressures like a finely tuned sports car. During a recent demonstration flight over the Sumter practice area, I had a chance to get the feel of the airplane.

"Go ahead and try some turns," Pearson advised, "don't worry, you can't hurt the airplane."

A small movement of the stick will roll the Pitts into a 45 degree bank quick as a wink. For this airplane, a steep turn is 90 degrees. Careful rudder coordination and a light touch on the stick is needed to hold altitude in steep turns, but it will fly on edge all day if you do it right.

After a few turns, Pearson obviously realized he had a novice flying his \$60,000 airplane, so he wisely took

over to give me a real demonstration of its capabilities.

We looped, did point rolls, a hammerhead stall, and a Cuban Eight. The Cuban Eight is a tricky maneuver with loops and snap rolls where the airplane is held inverted through a long five count on each of the rolls.

As we hung upside down in the straps looking UP at the ground, I was glad Pearson had made sure I was carefully strapped in before we took off. The front hole of the Pitts has no canopy, so there is nothing between you and oblivion but those straps in inverted flight.

If you've never experienced aerobatic flight, it can be disorienting at first. If you step out of a regular airplane and into an aerobatic machine like the Pitts, it's like getting out of the family car and strapping into an Indy 500 racer. It's literally the fast lane.

But because it is a more demanding flight regime, it forces pilots to hone their flying skills to a sharp edge. Pearson is a firm believer in the value of aerobatic training as a confidence builder.

"Aerobatics will make you a much more confident pilot," Pearson said. "Before I turn anybody loose, they will understand the maneuver, why the

maneuver happened, and the theory behind the maneuver."

Pearson offers a 10 hour course designed to teach the basic as well as the more advanced maneuvers. He starts with stall-spin training and goes on to loops and rolls. The final five hours are devoted to the more complex maneuvers like the Split S. Hammerhead stalls, Cuban Eights, Immelman Turns, four and eight point rolls and aerobatic sequences.

Pearson recommends that a person have at least a private license and 75 to 100 hours of flight time before starting aerobatic instruction. So, if you are bored and want to do something really exciting, give Pearson a call. He'll give you a thrill you won't soon forget.

Pearson is also an enthusiastic promoter for aviation. He'll bring his Pitts and some other aerobatic acts and put on a whale of a show for just about any occasion.

"We'd like to let the smaller airports know that we're available for air shows at airport openings, terminal dedications and other occasions," Pearson said.

"We'll bring an announcer, a band, at least three aerobatic acts, have a sailplane demonstration and an Ag plane demonstration," he said. "It's a

Boston repeals \$50 use fee

General aviation pilots will no longer face the \$50 minimum daily use fee for landing at Boston's Logan Airport as a result of action taken last week by MASSPORT following more than a year of negotiations by Aircraft Owners and Pilots Association.

Removal of the surcharge leaves in place temporarily a \$5 landing fee which is expected to be made permanent after the required public hearings.

The 260,000-member AOPA praised Massachusetts Governor Edward J. King for his support of general aviation's proper use of the Boston airport. ➔

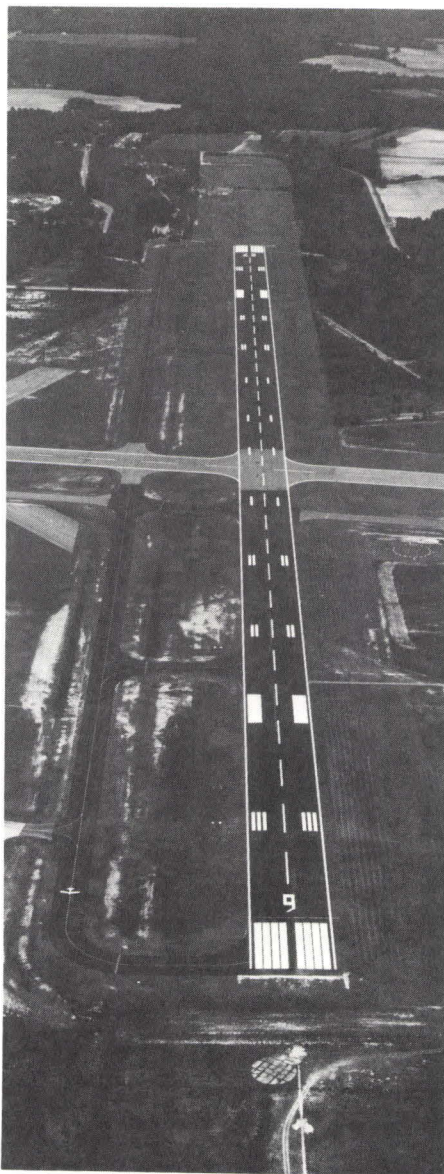
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good shot in the arm for the local economy and its good PR. A man can bring his family out and have a good time for very little money," Pearson, said.

If you know of an event coming up in your town or would just like to get some folks out to the airport to see what's going on, call Pearson at 773-8812 and talk to him about an air show.

Pearson's routine includes the complete spectrum of maneuvers including an inside-outside Cuban Eight with snap rolls, an outside loop, assorted vertical rolls and a tailslide where the airplane actually flies backward. All maneuvers are performed within 20 to 80 feet of the runway and are highlighted by a trail of white smoke.

Pearson is a member of the International Aerobatic Club and the International Council of Airshow Performers. He has been featured in several Carolina magazines and newspapers. He has performed twice with the U.S. Navy's Blue Angels flight demonstration team and is scheduled to appear in Georgia with the Air Force Thunderbirds next Spring. — **Bill Goodwin** ➔



Florence gets New overlay

The 6,500 foot main instrument runway at Florence has been given a new asphalt overlay.

The runway and its parallel and connecting taxiways were each give a 1½ inch layer of asphalt and painted in a \$537,115 capital improvement project completed this summer. Ninety percent of the cost was funded by a Federal Airport Development Aid Program grant. The South Carolina Aeroautics Commission and the local governments each contributed \$26,856.

The contractor was APAC-Carolina, Inc. of Darlington. Talbert Cox and Associates of Columbia were consulting engineers on the project. ➔

FAA designates new examiners

Three persons have been recently designated as FAA pilot examiners in South Carolina, joining 11 other designees authorized to give flight check rides for airman certificates.

The three are: Ellwyn LeEarl Laxson and Robert Elliot Rumsey of Greer and Thomas Paul Bales of Little River. Bale is a designated examiner for gliders only.

Also, Charles W. Holder of Hickory, N.C., a pilot examiner for South Carolina, died June 29 after a long illness.

The following persons are currently pilot examiners in South Carolina:

Pilot Examiners in South Carolina

Edward S. Bauer
N. Myrtle Beach, S.C.
Phone: 272-5822 Office

Thomas Earl Brown
Summerville, S.C.
Phone: 552-0150 Office
871-3025 Res.

Lester F. Hembel (Helicopter Only)
Saluda, S.C.
Phone: 445-8126 Office
445-7445 Res.

Alva Henry, Jr.
Sumter, S.C.
Phone: 666-3123 Office
775-9146 Res.

Lawrence W. Larsen
Conway, S.C.
Phone: 397-9111 Office

* Ellwyn LeEarl Laxson
Greer, S.C.
Phone: 879-3239 Res.

Frederick H. MacFawn (Glider Only)
Chester, S.C.
Phone: 385-6061 Office
377-4540 Res.

Frances H. Miller
Columbia, S.C.
Phone: 772-3282 Res.

Sylvia Roth
Columbia, S.C.
Phone: 772-3282 Res.

* Robert Elliot Rumsey
Greer, S.C.
Phone: 879-6212 Office

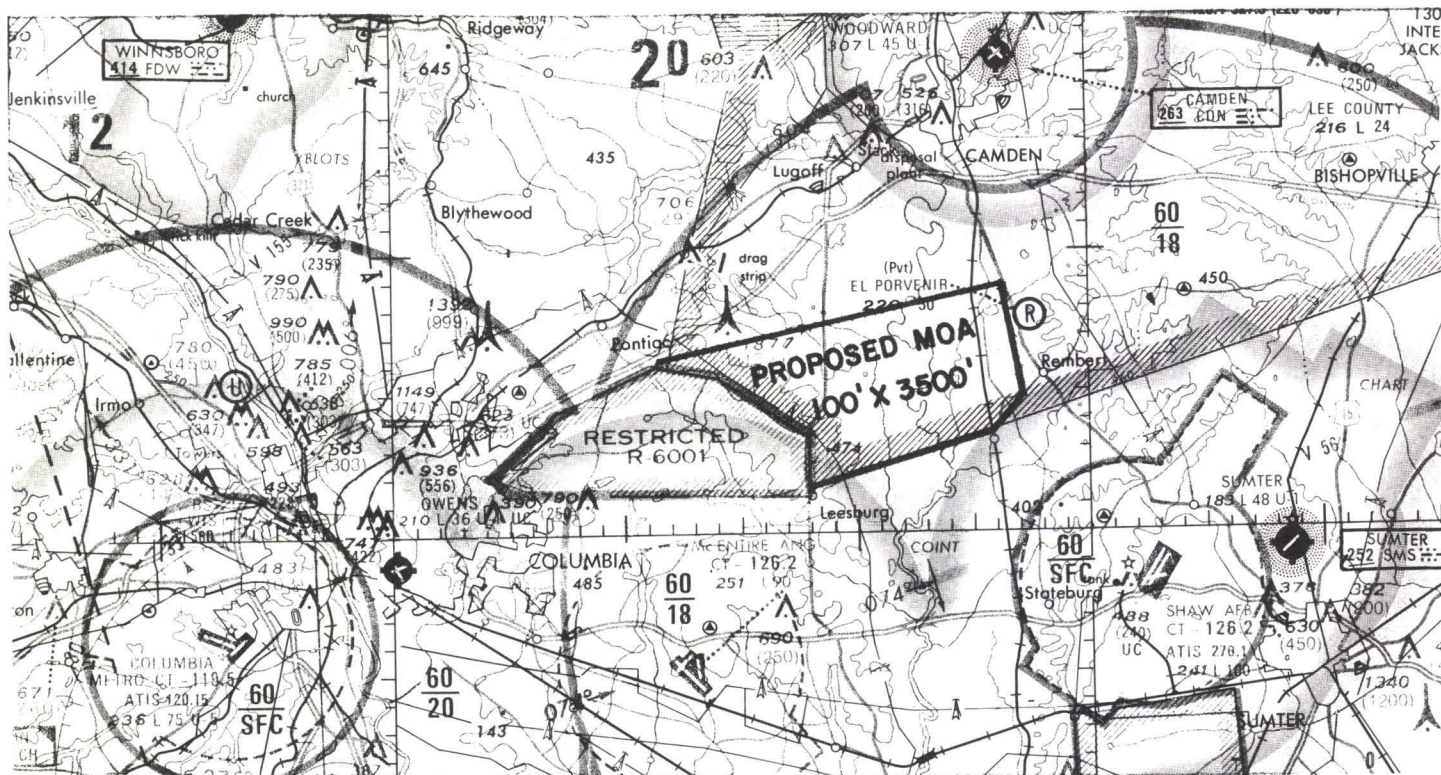
John F. Saverance
Columbia, S.C.
Phone: 758-2226 Office
776-1151 Res.

Joseph Price Tompkins
Greenville, S.C.
Phone: 268-5945 Res.

David Anderson (Helicopter Only)
Columbia, S.C.
Phone: 796-7190 Office
781-6082 Res.

* Thomas Paul Bales (Glider Only)
Little River, S.C.
Phone: 249-4523 Office

* Recently designated



Shaw proposes new MOA for F-16 bomb practice

Ninth Air Force at Shaw Air Force Base is proposing a new low-level Military Operations Area (MOA) adjacent to and east of the present Fort Jackson restricted area R-6001 to be used for F-16 bombing practice.

The new MOA will be located northeast of Columbia and south of Camden and includes the area between Leesburg, Pontiac and Rembert (see map).

According to the Air Force, the proposed MOA is necessary to contain the "radar nuclear delivery pattern" of F-16 aircraft. The Air Force says the pattern, flown at speeds in excess of 250 kts requires a 10 mile final run-in and can't be contained solely within R-6001. The distance from the edge of R-6001 to the ordnance impact area is about 5 nautical miles.

The Air Force said the closest existing simulated nuclear air-to-ground range, in Dare County, N.C., is too far away to be economically feasible.

In radar nuclear delivery, pilots practice the computer controlled release of a six pound smoke bomb. The release point is determined by radar but the pilot has the option of manual override. The run-in to target

is made in straight and level flight. After release, the aircraft makes a right turn, staying within the MOA until the maneuver is completed.

The proposed MOA ranges from a minimum of 100 feet AGL up to and including 3,500 feet MSL. Operations would normally be conducted between sunrise and sunset, five days per week. Aircraft will be scheduled in flights of two to four aircraft per mission. The airspace will be activated approximately 2½ hours per day, Monday through Friday and occasionally Saturday and Sunday. The MOA will normally be used by, but not limited to, the F-16 aircraft assigned to Shaw AFB.

The Air Force is in the process of preparing an environmental impact analysis of the proposed MOA and would like to receive comments concerning any potential adverse impact of the proposal.

Comments should be addressed to: Mr. George Dodson, Department of the Air Force, Regional Civil Engineer, Eastern Region, 526 Title Bldg., 30 Pryor St. S.W., Atlanta, Ga. 30303. Telephone is area code (404) 221-6821 or 6776. ➔

Breakfast Club



The Breakfast Club will meet at the following airports:

- Sept. 19** Greenville Downtown Airport
- Oct. 3** North Myrtle Beach Airport, breakfast at Don's Pancake House
- Oct. 17** Camden Airport (EAA fly-in)
- Oct. 31** Orangeburg (annual election of officers)

State Law prohibits unauthorized entry

From time to time, we like to remind everyone that state law prohibits anyone from entering parked aircraft without authorization.

Section 55-1-40 states that it shall be unlawful for any person to enter an aircraft or damage or remove any equipment in the aircraft without permission.

Persons convicted of such crimes could be fined from \$1,000 to \$10,000 and imprisoned from one to 10 years. ➔

The first disaster exercise held at Columbia Metropolitan Airport was rated "good to outstanding," according to airport Public Safety Director John Baxter.

Emergency Medical personnel, law enforcement units and fire fighting personnel from both counties, as well as crash, fire, rescue (CFR) units from the airport and hospital personnel from Richland Memorial and Lexington County Hospitals took part in the exercise.

The object was to see how well area emergency personnel could respond to a major air disaster and, at the same time, to test the airport emergency plan.

Photos at right show airport CFR personnel lifting victims from the crash site as trucks pour water into the trees. After victims had been examined by triage teams, the most seriously wounded were airlifted to area hospitals by U.S. Army MedEvac helicopters.

(Aeronautics Commission photos).

AOPA rep, Ken Medley, to speak

Ken Medley, Regional representative of the Aircraft Owners and Pilots Association (AOPA) will be in the Palmetto State at the end of the month to talk about general aviation and its challenge in the 1980's.

On sept. 27, Medley will be at the Charleston Air Force Base Officers Club, on Sept. 28, he will speak at Greenville TEC and on Sept. 30 he will be at Eagle East Aviation at Columbia Airport. All meetings will begin at 7:30 p.m.

Medley will also show a new AOPA film called, "Stalls and Spins, Classic Facts and Myths." Admission is free, GAMA sweepstakes tickets will be available to all pilots and door prizes will be awarded. ✈





**SOUTH CAROLINA
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Aeronautics Commission sponsors aviation workshop

A group of public school teachers listen as Alan Alexander, assistant to the director for administration and programs explains the workings of the UH-1B "Huey" helicopter owned by the state. The teachers attended a two-week Aviation Workshop course offered by the Commission through the University of South Carolina. The graduate level course combines classroom work with practical knowledge gained through field trips. The teachers all enjoyed an orientation ride over the city in the Huey (Aeronautics Commission photo).